

**WATERWORKS AT AMSTERDAM.**—The report presented by the directors to the shareholders of the Duin-Water-Maatschappij, on the 19th ult. says, "Owing to the very mild winter the works at the 'Orange' reservoir, or gathering basin, in the hills at Leidum, beyond Haarlem, have been vigorously and uninterruptedly proceeded with since the first sod was turned by the Prince of Orange on the 11th November; and at the present time 80,000 cubic ells have been excavated from this basin, which is to be capable of containing 35,500,000 gallons. The canal into the hills, which is to connect this with the other basins to be formed in the Zwartefeld and Rosewater valleys, has also been commenced. The excavations for the engine-house foundations are in progress, and will shortly be ready for the masonry. The laying of the main pipe towards Amsterdam is proceeding with great rapidity, 2,383 yards being already in the ground; and the directors have the assurance of the contractors that the main will be completed, and the water, consequently, delivered to Amsterdam in the course of the ensuing winter. The great drought which has prevailed of late has served to prove the supply of water to be derived from the springs in the Haarlem hills to be inexhaustible.

**THE IRISH EXHIBITION BUILDING AT CORK.**—The principal, or fine arts court, is 177 feet long, and the dome is 53 feet span and 50 feet in height. The arch of the dome will have a moulded cornice, decorated with shields and banners, supported on retiring columns backed with crimson drapery. The roof is supported by 16 semicircular laminated ribs, resting on cast-iron pillars. The end of the hall is semicircular. The organ is now in course of erection there, and in the centre a pyramidal fountain is being constructed. Six purlins run the full length of the building. Between the main ribs, and abutting on the purlins, are intermediate smaller ribs, which carry the sheeting. An unbroken line of roof-light, 14 feet wide, glazed with 21-ounce glass, running the entire length, surmounts the whole. On either side of the hall are two galleries, each 150 feet long by 30 feet wide. It will be approached from the northern hall by a vaulted arch 40 feet high and 18 feet wide, supported on ornamental pilasters, with figures on pedestals at either side. There are also two squares of sheds, now being covered in and floored, each 110 feet by 55. These are for the reception of raw materials, machinery, carriages, and heavy goods. A steam-engine to keep the machinery in motion will adjoin this building. The whole available space of the exhibition buildings presents a superficial area of 42,525 feet. The banquet-hall will be 90 feet long by 53 feet wide, and 40 feet high, supported by columns decorated with banners and festoons in the French style, and lighted by 10 chandeliers. Attached will be the drawing-room, 150 feet long by 30 feet wide, with a vestibule or entrance-hall fitted up in the style of a Turkish tent. They will be lit with gas; and immediately adjoining will be a kitchen, with cooking range, pipe water, servants' rooms, and retiring-rooms. They will be entirely apart from the exhibition buildings, and will be approached by a separate carriage-way from the main entrance. The executive committee are likely, according to our authority, the *Cork Constitution*, to open the exhibition with money in hand.

**BELFAST SCHOOL OF DESIGN AND EXHIBITION.**—The report of the annual meeting on 26th March has been published, with Lord Dufferin's eloquent speech, to which we referred at the time, in full. The financial condition of the school seems satisfactory. Testimony is borne in the report to the exertions of Mr. Nursey, the first master. At the exhibition of works of art, pictures to the amount of 517½ have been sold.

**IMPROVEMENT OF PARIS.**—The Municipal Council of Paris, at its sitting on Friday last, voted a sum of 12,000,000*fr.* to complete the purchase of the buildings necessary for the construction of the Rue de Rivoli. This sum, with a further sum of 11,755,408*fr.* will be paid out of the late loan of 50,000,000*fr.* negotiated by the city of Paris.

**TRINITY CHURCH, NEAR VAUXHALL-BRIDGE,** was consecrated on 25th ult. It has been erected at the expense of Archdeacon Bentinck, cost about 12,000*l.* and is cruciform in plan, with nave, aisles, north and south porches, transepts, side-chapels, chancels, vestry, with choristers' robing-room over, and central tower and spire, the height of which is near 200 feet. There is a parapet to the tower, with crocketed pinnacles at the angles, and angels bearing trumpets for the finials; and at the point in the spire where the branches terminate, are niches containing figures of the Evangelists. According to the newspapers, the walls are built of Bargate stone, with Bath stone for the windows, arches, doorways, &c. The roofs are open-timbered: the principal rafters of the nave rest on foliated corbels, and at the intersection of the labels to the nave arches, are statues of angels standing on foliated corbels. The entire length of the church is 125 feet; width of nave and aisles, 38 feet; height of nave, 50 feet; width across the transept, 71 feet; the chancel, 42 feet by 29 feet 9 inches wide. The pews are open, and will accommodate about 800. The chancel is paved with encaustic tiles. There is a sedilia with three seats, and a credence-table on the opposite side. The pulpit is of Caen stone, with columns of Devonshire marble. The style of architecture is the Early Decorated.

**BISHOP OF LONDON'S HOUSE.**—A writer in *Notes and Queries*, in reply to an inquiry says—In the Wards of London, by H. Thomas, 1828, we are told that—"The great fire of London having destroyed the palace of the Bishop of London, which was near St. Paul's Cathedral, this house (Peter House, which stood on the west side, about the middle of Aldersgate-street) was purchased for the city mansion of the prelates of the diocese, one of whom only resided there,—Bishop Henchman, who died there, and was buried at Fulham, A.D. 1675. It was then called London House, and, being subsequently deserted, was let out into private tenements until 1768; when it was entirely destroyed by fire while in the occupation of Mr. Seddon, an upholsterer and cabinet-maker." A large brick building now covers the site, and retains the name of London House. It is occupied by Mr. H. Burton, builder. In the work above quoted I find no mention of a residence of the Bishops of London in Bishopsgate. I therefore conclude that the one I have alluded to is that respecting which your correspondent wishes to learn.

**DEPARTMENT OF PRACTICAL ART.**—Classes for the study of specialties are now being formed at Marlborough House, and the arrangements are already completed for the class of artistic anatomy, to which Mr. Townsend has been appointed professor, he having had the superintendence of the same class at Somerset House. The means of study are much more commodious than at Somerset House, there being separate rooms for the drawing, painting, and modelling classes. The classes opened on Tuesday last, and there were a considerable number of applications by students. Those who have passed through the classes at Somerset House, and are reported as competent, are privileged to attend at less than half the fees paid by strangers. We understand that the next classes which will be ready for opening, are those for the drawing of practical construction and architecture. At present there is hardly any school where the carpenter or mason who has to make a moulding, can acquire the art of drawing a section of it. Mr. C. J. Richardson will have the superintendence of these classes.

**UPTON BRIDGE COMPETITION.**—The nineteen designs sent in for this bridge were submitted to Mr. James Walker, C.E. who has recommended the premium (25*l.*) to be given to the author of the plan signed "Tubular." The committee have adopted this recommendation, and we understand have appointed the author, Mr. Alfred Giles, to carry out his design.

**DECORATION OF HEARSES.**—Mr. Rogers has recently executed four carvings in wood of the *ria crucis*, for the decoration of a hearse, to be used in Manchester.

**ETIQUETTE AMONG BUILDERS.**—Will you be kind enough to print the following letter from a builder to my employer, on being asked by the latter for a tender?—May. —A. B. begs to know the time that Mr. C. will see him, and by giving notice to that effect, Mr. B. will be happy to attend to inform him that there is more difficulty in the work according to the plan proposed. It can be done cheaper than by working by the surveyor's plan: the pavement would be better laid in concrete than the wood plan. To have an interview and propose an additional plan for the purpose of giving more satisfaction, and the work likewise to correspond with the house, Mr. B. will be most happy to be Mr. C.'s obedient servant at any time he may think proper to appoint. What is the proper course to pursue, if my employer allows himself to be persuaded?—THE SURVEYOR, who happens also to be an Architect and Engineer.

**ELECTRO-TELEGRAPHIC PROGRESS.**—The Irish sub-marine line of telegraph, by Portpatrick, is in progress of formation. Between Dumfries and Carlisle the line will run along the turnpike road.—The Magnetic Telegraph Company, it appears, have completed their communication to Wigan, Bolton, and Manchester, on the Lancashire and Yorkshire Railway. Arrangements are making to connect by it Bury and Preston; and, ere long, London will be reached by it, probably on the Great Northern line.

**ACCIDENT AT LIVERPOOL CORN EXCHANGE.**—A serious accident, attended with fatal results, occurred on the 1st inst. by the failure of some arches on which the new Corn Exchange, at Liverpool, is constructed. We defer notice of it until we have particulars that may be relied on.

**ST. ALPHAGE PARISH CHURCH, LONDON WALL,** is now undergoing repair, together with the vestibule, tower, approach, &c. The fittings for communion, pulpit, and desk are to be new; and the church is to be lighted with gas, under the direction of Mr. J. B. Watson, the surveyor to the parish.

**CITY IMPROVEMENTS.**—It is under consideration to run a new street, sixty feet wide at least, parallel with Old Change, down to the river side, and in a direct line with the east side of St. Paul's churchyard, and to throw a new bridge across the Thames, to be communicated with by the proposed street. The cleansing of the streets on the "continuous cleansing system," at an extra expense of 7,000*l.* a year is also spoken of.

**CAST-IRON CARRIAGE-WAYS.**—We have had various suggestions on the subject of cast-iron carriage-ways since our notice of last week. Amongst others a Southsea correspondent, Mr. H. Laurence, suggests the formation of cast-iron plates, or gratings in the form of a honeycomb, the interstices filled nearly to the surface with cement, asphalt, or some material that could be reduced as the iron wore away, or replaced if necessary. The plan of each plate, he adds, might be a triangle, supported on three points upon good timber sleepers, the joints running diagonally to the line of street, or stone bearings, sufficient metal being left on the underside to insure strength and retain the filling-in material.

#### TENDERS

For rebuilding a house in St. Marylebone. Mr. Wm Hudson, Architect.

Clemence	£1,375	0	0
Locke and Newham	1,945	0	0
London	1,379	0	0
Fritchard and Sons	1,067	0	0
W. Lawrence and Sons	1,062	0	0

#### TO CORRESPONDENTS.

"E. L." "Mr. H." "Mr. G." "Mr. L." "G. W. B." "W. C. J." "W. S." "B. A. M." "C. L. S." "T. S." "C. S. A." (we cannot comply). "E. H. M." "A. C." (declined with thanks. Left at Office). "A. Magistrate" (ditto). "E. T." "S. and T." (under our mark). "A." "W. R. G." (thanks). "G. W." (thanks). "W. B." "J. L." "S. M." "A. R." "H. W. R." "W. S." "G. W. R." (thanks). "J. M." "J. W." "J. J."

"Books and Addresses."—We have not time to point out books or find addresses.

**NOTICE.**—All communications respecting advertisements should be addressed to the "Publisher," and not to the "Editor;" all other communications should be addressed to the Editors, and not to the Publisher.